

Attachment to Flathead County's 2011 Lakeside/Blacktail Road CTEP application

Following is detailed information pertaining to questions 4, 5, 6, 8, 12, 16, and 18 of the CTEP application. This material has been compiled in large part by the Lakeside Trails Committee, which is the local sponsor group and source of matching funds for this project.

4. Project Relationship to Surface Transportation

The project would provide an enhancement for pedestrians and bicyclists within the unincorporated community of Lakeside, particularly providing a safe and efficient pathway between services located in the town center and residential areas, churches, and an educational center located on the periphery of the town. The project would run parallel to portions of U.S. Highway 93 and Blacktail Road, a paved county road which provides access to Blacktail Mountain Ski Area located approximately 8 miles west of Lakeside.

In addition to providing access to residences, people use Blacktail Road to access Blacktail Mountain for skiing, hiking, off-road vehicle access and other outdoor activities. A Flathead County 'green-box' solid waste disposal site is located along Blacktail Road, creating another significant source of vehicle traffic. Residences line this road, including a portion of Tamarack Woods Phase I subdivision, which has upwards of 75 homes, many of which house families with children. Youth With A Mission (YWAM) is a missionary training school on Blacktail Road located at the western end of the proposed trail. The staff averages 130 people (not including family members) who have been in this location from 2 to 20 years. Student enrollment averages 100-150 per quarter and students stay at the facility for 3 to 9 months. YWAM students typically do not have vehicles and walk or bicycle on Blacktail Road to access services located in Lakeside's town center. Flathead County traffic counts on Blacktail Road indicate traffic on this road (junction of Stoner Loop and Blacktail Road) averages between 1,664 and 2,239 daily vehicle trips.

Safety:

Improved safety is the primary goal of the trail project along Blacktail Road. Constructed approximately 24 feet wide with no shoulders, Blacktail Road currently provides no safe area for pedestrians, students, and bicyclists to commute without being exposed to vehicle traffic. The project would improve pedestrian safety along the adjacent road system by providing a separated pathway connecting Lakeside to residential areas and the YWAM facility, and by improving current deficiencies within the built environment in the town of Lakeside where pedestrians and students must currently navigate un-marked road crossings and constrained road sections. Examples of these existing hazards and anticipated improvements are the Stoner Loop and Blacktail Road intersection which would be improved with clearly visible pedestrian markings and signage, and the guardrail-constrained road section across Stoner Creek which would be improved with installation of a separated pedestrian bridge across the creek.



Figures 1 and 2: Typical student pedestrian use of Blacktail Road

Connectivity/Function:

In the project's vicinity within the Lakeside town center, certain roadways are equipped with cement sidewalks, certain area intersections currently have striped pedestrian crossings, and the west side Highway 93 has a striped pedestrian/bicycle lane. The proposed trail design would establish connectivity with these existing pedestrian features to expand and improve the function of non-motorized elements of the area's existing transportation network.

- Commencing at the southeast corner of Tract 4CGA (adjacent to the parking lot of the Homestead Restaurant), the trail would connect to the Highway 93's striped pedestrian/bicycle lane in the Lakeside town center, providing residents safer and more effective non-motorized access to Lakeside's schools, businesses and organizations, parks, and services.
- Connecting to the striped pedestrian/bicycle lane going north from the Homestead Restaurant parking lot along Highway 93, connected pedestrian access would be provided to the elementary school located on Adams Street and Volunteer Park via the crosswalk at Adams St. and Highway 93.
- The proposed trail would provide safe access for pedestrians and bicyclists to the newly renovated Ben Williams County Park. Located on the north side of Blacktail Road, Ben Williams County Park has had recent upgrades to its grounds with new playground equipment and tennis courts installed. Park usage has increased recently, drawing the attention of younger children who need the safe access to the park which the trail would provide.
- The proposed spur (on Segment 1) going west along Stoner Loop adjacent to Tract 1A (along the southern side of Blacktail Grocery's parking area) would connect to the existing cement sidewalks in the Village Commons commercial area and the condos on Stoner Loop.
- The proposed spur (Segment 3) from Blacktail Road at Ben Williams Lane to Tamarack Woods Drive would provide safe and effective pedestrian/bicycle connectivity between Tamarack Woods Subdivision and Lakeside's parks, schools, and services. This spur would occur within MDT right-of-way, and the location is anticipated to be re-graded by MDT as part of its Political Hill Road turn-lane project. The local sponsor group met with MDT's Shane Stack on March 1, 2011 to discuss the potential for the grading work to anticipate the trail and perhaps 'rough in' the bed of the trail.
- Extending the trail to the YWAM facility on Blacktail Road would provide safe pedestrian/bicycle access between the facility and the town center, benefitting both YWAM students and residents living along Blacktail Road.

5. Public Involvement Description

- A. The route of the proposed trail is recommended in the Flathead County Trails Plan, a comprehensive trails master plan, adopted October 12, 2010, the drafting of which included substantial public input via numerous publicly noticed scoping sessions, workshops, and meetings.
- B. Seeking to use available CTEP allocation for implementing additional pedestrian/bicycle facilities, Flathead County advertised a request for proposals which solicited interested local sponsor groups from throughout the county to propose specific trail projects for prioritization and serve as local sponsors to assist with project development and in providing matching funds. The advertised request was published in the Daily Interlake, a mainstream local newspaper, on three different dates in April and May of 2010.
- C. In response to the County's request for proposals, a local resident prepared a draft proposal for the current proposed trail along Blacktail Road, which was reviewed and approved for submittal to the County by the Lakeside Community Council in a legally noticed public meeting.

- D. Prioritization and acceptance of this project proposal by Flathead County for receiving a portion of the County's available CTEP allocation occurred during a legally noticed public meeting conducted by the Flathead County Commission on July 8, 2010.
- E. In 2009, the Lakeside Community Council established a "Town Center Development Planning Committee". This committee is tasked with evaluating various elements concerning the Lakeside town center from Bierney Creek Road to Blacktail Road. One consideration they were asked to evaluate was "Bike/Walk paths: A plan for sidewalks, crosswalks and paths within Lakeside should be developed to facilitate safe and enjoyable pedestrian traffic."
- F. In order to inform the public of the County's decision to prioritize a project in Lakeside to receive CTEP allocation, of potential trail routes for the Blacktail Trail, and of the August 31 Community Council meeting where trail route options would be discussed, a number of notification methods were deployed by the Local Sponsor group:
- Post cards were either mailed or placed in mailboxes along each of the potential routes for the Blacktail Trail. The cards informed the residents & property owners of the potential trail and pointed them to a webpage for maps and more information. The post cards also invited residents and property owners to attend the August 31, 2010 meeting of the Lakeside Community Council where the optional trail routes would be discussed.
 - Posters with a map depicting potential trail routes were posted in the Lakeside Community Library, Post Office and Blacktail Grocery store. These posters also invited the public to attend the August 31, 2010 Lakeside Community Council meeting for more information and to provide public input.
 - Announcement of the August 31, 2010 Council meeting was sent to the Daily Inter Lake and West Shore News papers for publication. The meeting was published on Flathead County's Calendar of Events.
- G. The August 31, 2010 meeting of the Lakeside Community Council was held at 7:00pm in the Lakeside Sewer District Building. Minutes are available from this meeting upon request.
- Proposed project information and estimated costs of the potential routes were presented and discussed.
 - Twenty-two residents or interested parties attended the meeting, many residing or owning property along the proposed trail route. Some supported the proposal, some wanted other options considered, a few did not support the project.
 - Volunteers were requested for a local area trails committee authorized by the Community Council, for which nine residents volunteered.
- H. The first meeting of the Lakeside Trails Committee was held on September 6, 2010. Subsequent workshops/meetings open to the public were publicly advertised by a variety of media and held at the Lakeside Community Library. Meeting minutes for all meetings are available upon request.
- I. Committee members have met with property owners, organizations and businesses along the proposed alternative trail routes to inform them of the trail and gain their support. In addition, discussions with County Departments and the Montana Department of Transportation have also occurred to assist in clarifying the proposed project scope.
- J. Arising from the public meetings and activities described above, the current proposed alignment was chosen and a preliminary draft application was forwarded to Flathead County for processing in December of 2010.

6. Project Description

The project would design and construct pathway facilities for pedestrians and bicycles along Blacktail Road from Highway 93, through the intersection of Blacktail Road and Stoner Loop and continuing south and west along Blacktail Road to Creekview Drive providing access to property owned and operated by the Youth With A Mission (YWAM) organization.

- The project would entail design and construction of approximately 1.3 miles of pathway paved 8-feet wide and separated from the road edge by a boulevard of varying width.
- The project will include design and construction of a pedestrian bridge over Stoner Creek near the northern end of the project.
- Numerous marked road crossings are anticipated, with a crossing at the intersection of Blacktail Road and Stoner Loop, three crossings of Blacktail Road, crossings at Redfield Lane and Ben Williams Lane, and a potential crossing at Soren Lane.
- The project would be designed to comply with applicable Americans With Disabilities Act (ADA) requirements.

PROPOSED TRAIL ROUTE

After substantial public involvement including public meetings, scoping workshops, and consultation with various County department staff, the proposed route was finally selected for this application by the Lakeside Trails Committee and the Lakeside Community Council concurred with the selected route in their regular scheduled monthly meeting on December 28, 2010.

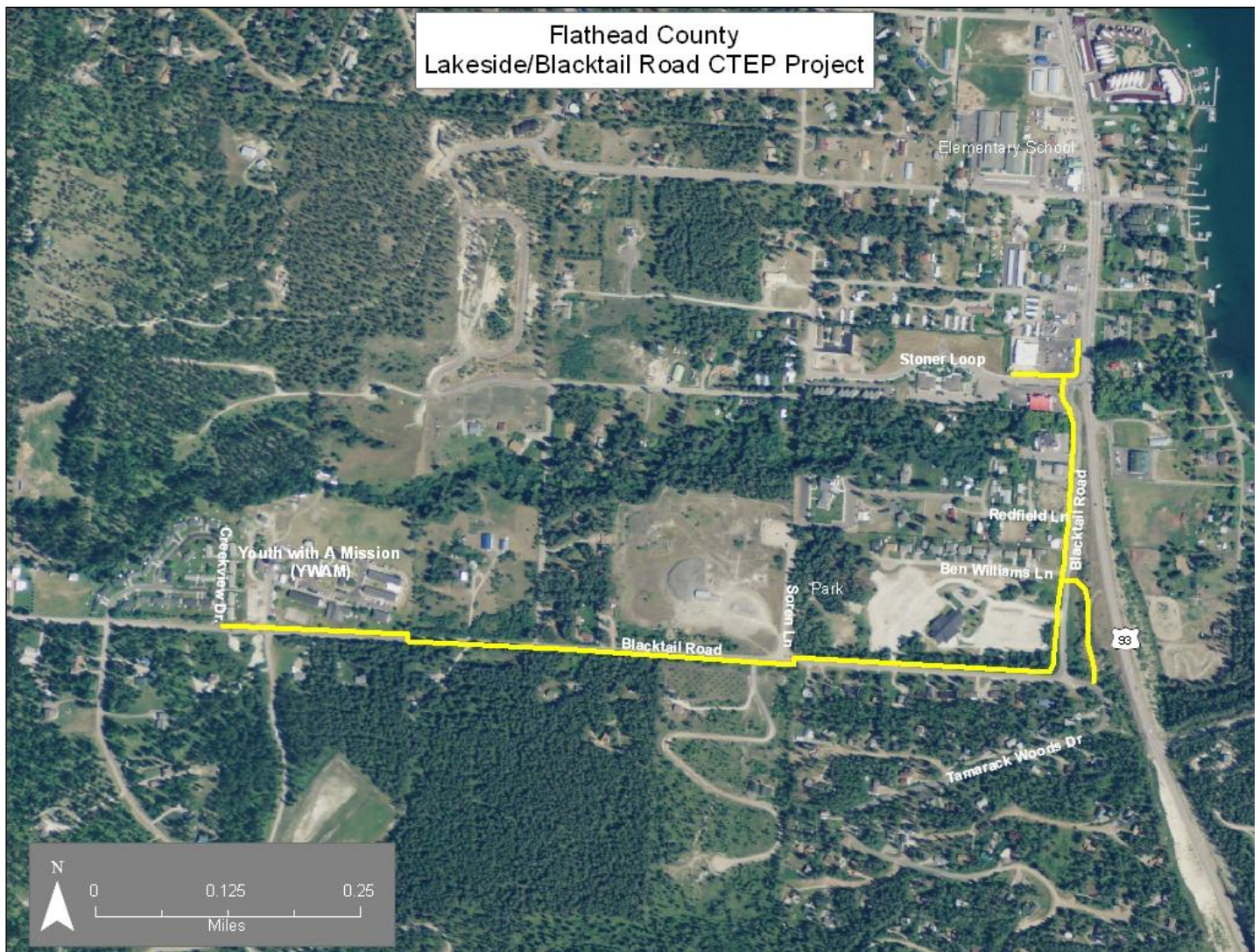
The trail proposal includes six segments in order to clarify detailed descriptions, enable construction of the trail in priority sequence, and to enable and facilitate practical financial and project management. For example, individual segments may be included in bid documents as separate schedules which may potentially be let separately such that construction of lower priority segments may be omitted or delayed in the event costs become prohibitive or construction scheduling becomes problematic due to seasonal limitations. The six segments are described in detail below.

The proposed route begins in the Lakeside town center at the southeast corner of Tract 4CGA adjacent to the Homestead Restaurant parking lot and parallels Highway 93 southward until the intersection with Blacktail Road, where the trail turns west adjacent to Tract 1A, using the currently landscaped strip on the south side of the Blacktail Grocery parking lot. The trail crosses Stoner Loop at the STOP sign and generally continues along Blacktail Road for approximately 1.10 miles to the endpoint of the project at Creekview Drive. Some segments of the north side of Blacktail Road appear to have insufficient right-of-way to accommodate the trail, so a portion of the trail is anticipated to be constructed on the south side of Blacktail Road. The exact locations of the Blacktail Road crossings will be determined based on the results of the engineering survey.

For connectivity purposes, two trail spurs are proposed:

1. Along the southern boundary of Tract 1A on the north side of Stoner Loop (adjacent to Blacktail Grocery) to connect to the existing sidewalks for the Village Commons and condominiums located on Stoner Loop.
2. A road crossing at the intersection of Blacktail Road and Ben Williams Lane would access the proposed spur trending southward to provide safe and effective connectivity to Tamarack Woods Drive and the 75+ residences served by that road. The reason this spur is proposed is due to the topography where Blacktail Road makes the 90° turn heading west; at that location the road is elevated above the natural grade and construction of a logical, safe, and effective crossing and ramp down the steep embankment to

access the trail below appears to be problematic. The proposed spur appears to be located within the MDT highway 93 right-of-way, and this is the location where MDT is planning to perform grading and fill improvements associated with the construction of a left turn lane on Highway 93 for south-bound traffic at Political Hill Road- in discussion with MDT's Shane Stack, he indicated the proposed trail spur and the grading work could be coordinated in a manner which would benefit both projects.





TRAIL SEGMENT DESCRIPTIONS

The charts below describe the proposed trail route by specific trail segments 1 - 6 (cross-reference with the detailed parcel and image maps provided for Question 12). A description and “design considerations / community preferences” are provided in the tables below.

Note, the proposal is based on available information only, and an engineering survey of the route will determine actual locations necessary for the design of the project. The intent is to design the trail within existing public easement/ right-of-way wherever possible. Actual design and location of the trail and trail crossings may be different than proposed in this application, depending on the results of the engineering survey, which will identify the existing location of public easement/right-of-way along the route and determine where acquisition of additional easements(s) is necessary.

Segment 1 (Tract 4CGA (Homestead Restaurant’s parking lot) to Ben Williams Road):

Note, this area is within the Lakeside Town Center and is subject to the Lakeside Zoning District regulations. Several cement sidewalks exist within this area (in front of Tamarack Brewery (Tract 1SAA) and along the north and south sides of Stoner Loop Road). It is desirable that the the trail be incorporated into existing sidewalks where feasible. Considering aesthetics and to maintain consistency, it is desirable that new trail sections occurring in Segment 1 be constructed with cement instead of asphalt.

TRAIL DESCRIPTION – TRAIL SEGMENT 1		DESIGN CONSIDERATIONS AND COMMUNITY PREFERENCES
<p>Trail begins at the southeast corner of the Homestead Restaurant parking lot, continuing south along the west side of Hwy 93 and the east side of Blacktail Grocery parking lot.</p>		<ul style="list-style-type: none">• Proposed trail is within the Highway 93 right of way.• Cement paving (sidewalk configuration), is desirable.• Agreement from MDT for use of right of way may be needed.
<p>Trail turns west at the north side of Hwy 93 & Blacktail Rd. intersection and continues on the south side of Blacktail Grocery’s parking lot and building using the landscaped island on the south side of the parking lot. A trail spur here should continue westward across the driveway entrance to the Grocery and connect to the existing sidewalk constructed on the north side of Stoner Loop by Northern Lights Development No 1 LLC.</p>		<ul style="list-style-type: none">• Trail needs to go around telephone pole. Suggest a curved 90 degree turn behind the advertising sign for Village Commons – this may impact some parking spaces for Blacktail Grocery but will avoid both the sign and the telephone pole. There is currently a landscaped island along the parking lot. This property belongs to Northern Lights Development No 1 LLC, not the Grocery. They’ve indicated support for the construction of this trail and connection to their sidewalk.• Cement paving is preferable, matching existing sidewalks.• Potential easements needed from Blacktail Grocery and Northern Lights Development No 1. They have both expressed support for this trail.
<p>The preferred route turns south across Stoner Loop Road at the stop sign at the Blacktail Road/Stoner Loop intersection. The trail continues along the side of Sliter’s Ace Hardware and in front of the Williams Family property driveway on the west side of Blacktail Road to Stoner Creek.</p>		<ul style="list-style-type: none">• It appears Blacktail Road may encroach on the property of Sliter’s Ace Hardware and an easement may be needed. The engineering survey will determine the exact location of the right-of-way.• Crosswalk markings, signs, and detectable warnings are anticipated for the crossing of Stoner Loop.• Cement trail construction is desirable.




The trail crosses the proposed pedestrian bridge over Stoner Creek to join the existing sidewalk in front of Tract 1SAA (Tamarack Brewery), continues to a crossing across Redfield Lane, and to the north side of the intersection of Ben Williams Lane and Blacktail Rd.



- Trail is on the west side of the existing guardrail over Stoner Creek.
- A bridge is needed to cross the creek.
- Cement paving is desirable as is connection to the existing sidewalk in front of Tamarack Brewery.
- Crosswalk markings, signs, and detectable warnings are anticipated at the crossing of Redfield Lane.
- Environmental documentation and applicable permitting is anticipated for the bridge crossing over Stoner Creek.



Trail Segment 2 (Ben Williams Road to Soren Lane):

The trail crosses Ben Williams Lane, which is a private road. Other properties in this area are owned by the Apostolic Lutheran Church and Flathead County (Ben Williams Park). It is anticipated that trail construction can be accommodated mostly within the Blacktail Road right of way, though some use of Church property may be necessary. The exact route location will be determined from the engineering survey. Due to physical relief at the 90° turn of Blacktal Road at the intersection with Tamarack Woods Drive, the best route appears to be located at the lower elevation of the natural grade of the adjacent Apostolic Lutheran Church property, which would likely necessitate acquisition of an easement. The church has provided a letter of intent in support of the project.

TRAIL DESCRIPTION – TRAIL SEGMENT 2	DESIGN CONSIDERATIONS AND COMMUNITY PREFERENCES
<p data-bbox="95 531 810 730">Trail crosses Ben Williams Lane and continues on the west side of Blacktail Road, around the 90 degree turn of Blacktail Road. The trail in Segment 2 continues westward on the north side of Blacktail Road to the vicinity of Soren Lane where a crossing of Blacktail Road will be established.</p> <div data-bbox="95 764 790 1644"></div>	<ul data-bbox="824 531 1529 1045" style="list-style-type: none">• Easment from the Lutheran Church may be required; conversations with the Church Board indicate their support.• Trail crosses two driveways accessing the Church property.• Crosswalk markings, signs, and detectable warnings are anticipated at the at Ben Williams Lane and potentially at the driveways into the Church property.• Existing utilities may effect trail design. The trail should be designed to go around telephone poles & other utilities wherever feasible.• Some fill may be needed and some trees may need to be removed.



Trail Segment 3 (Spur trail to connect Tamarack Woods Subdivision):

This spur is intended to provide safe and effective trail access to the 75+ residences in Tamarack Woods Subdivision. Most of this trail segment appears to be within the MDT Highway 93 right-of-way, and the area coincides with area planned for re-grading as part of a 2011 MDT project to construct a turn lane at Political Hill Road.

TRAIL DESCRIPTION – TRAIL SEGMENT 3	DESIGN CONSIDERATIONS AND COMMUNITY PREFERENCES
<p data-bbox="94 390 795 550">This trail spur begins at a crossing of Blacktail Road in the vicinity of Ben Williams Lane then trends southward within the Highway 93 right-of-way on what appears to be a vestige dirt road to a point where it meets Tamarack Woods Drive .</p>  <p data-bbox="146 1039 675 1062">North view- Tamarack Woods Dr at Blacktail Road</p>  <p data-bbox="175 1650 714 1673">Overview of Spur accessing Tamarack Woods Drive</p>	<ul data-bbox="824 390 1526 646" style="list-style-type: none">• Some fill may be needed.• Some trees may need to be removed.• Permission or easement from MDT may be needed.• Crosswalk markings, signs, and detectable warnings are anticipated at the for the crossing of Blacktail Road in the vicinity of Ben Williams Lane.


Trail Segment 4 (Soren Lane to Nations Drive):

This portion of the trail appears to have right of way constraints on the north side of Blacktail Road due to the perceived Blacktail Road's non-centered position within the 60-foot wide easement. Although desirable, a straight through route on the north side of Blacktail Road may not be possible, therefore Segment 4 includes two proposed crossings of Blacktail Road with approximately 1,900 feet of trail running along the south side of the road.

TRAIL DESCRIPTION – TRAIL SEGMENT 4	DESIGN CONSIDERATIONS AND COMMUNITY PREFERENCES
<p>At a location to be determined after the engineering survey is completed, the trail is proposed to cross to the south side of Blacktail Road due to spatial limitations on the north side of the road. The preferred crossing site is the east side of Soren Lane adjacent to Ben Williams Park.</p>  <p>(North View) Proposed crossing site at Soren Lane (East View)</p> <p>On the south side of Blacktail Road, the trail would continue westward until the beginning of YWAM property where a proposed crossing of Blacktail Road would re-connect the trail to the north side of the road providing direct access to the YWAM facility. From the Blacktail Road crossing at the southeast corner of YWAM property (Tract 1BDB), the trail would continue on the north side to Nations Drive.</p>  <p>Nations Drive at Blacktail Road</p>	<ul style="list-style-type: none"> • Some grading for slope and possibly retaining wall(s) may be needed. • Depending on where the trail first crosses to the south side at or after Soren Lane, up to 6 driveways must be crossed. Driveway mitigation may be needed. • Crosswalk markings, signs, and detectable warnings are anticipated at both crossings of Blacktail Road. • The trail is anticipated to go around telephone poles & other utilities. • Property owners along the south side are generally in support of the trail and have asked that the trail be as close to Blacktail Road as possible, given need for some buffer & effective drainage control. • Property owners also request a less-than-maximum width of the trail on the south side to minimize the impact to their property, views, and property access. Their preference is a trail of maximum 6 ft. width with an additional 2 ft buffer from Blacktail Rd., especially across driveways. The trail could be wider with some additional buffer when not crossing driveways. • Property owners also request removal of as few trees & shrubs as possible, minimum grading of slope, and reclamation of land after the trail is completed. • Initial conversations have indicated YWAM's support for dedicating easement as needed.



Trail Segment 5 (Nations Drive to Creekview Drive):

As the YWAM facility will have been provided access with construction of Segment 4, this project 'schedule' is lower priority and may or may not be 'let' or constructed depending upon financial status of the project and whether the engineer's cost estimate will have maintained the allocation budget approved by the Flathead County Commission.

TRAIL DESCRIPTION- TRAIL SEGMENT 5	DESIGN CONSIDERATIONS AND COMMUNITY PREFERENCES
<p>The proposed trail crosses Nations Drive and continues on the north side of Blacktail Road to Creekview Drive.</p> 	<ul style="list-style-type: none">• Crosswalk markings, signs, and detectable warnings are anticipated at the Nations Drive crossing.• The trail is anticipated to go around telephone poles & other utilities.• Some fill may be needed.• Initial conversations have indicated YWAM support for dedication of easement and re-location of the existing fence as needed.

Trail Segment 6 (Nations Drive to end of YWAM property):

As the YWAM facility will have been provided access with construction of Segment 4, this project ‘schedule’ is lower priority and may or may not be ‘let’ or constructed depending upon financial status of the project and whether the engineer’s cost estimate will have maintained the allocation budget approved by the Flathead County Commission.

TRAIL DESCRIPTION – TRAIL SEGMENT 6	DESIGN CONSIDERATIONS, AND COMMUNITY PREFERENCES
<p>Trail crosses Creekview Drive and continues on the north side of Blacktail Road to the end of YWAM property (southwest corner of parcel 1BC).</p> <div data-bbox="181 529 708 921"></div> <div data-bbox="181 947 708 1341"></div>	<ul style="list-style-type: none">● Crosswalk markings, signs, and detectable warnings are anticipated at the Creekview Drive and Mission Lane crossings.● The trail is anticipated to go around telephone poles & other utilities.● Initial conversations have indicated YWAM support for dedication of easement and re-location of the existing fence(s) as needed.

OTHER PROJECT CONSIDERATIONS

Proposed Project and a Future Lakeside Trail Network

Flathead County and the Lakeside community envision installation of a pedestrian/bicycle trail network as recommended by the Flathead County Trails Plan. The proposed project would implement a portion of the plan's 'Proposed Trail Network'. Potential subsequent trail projects may aim to improve pedestrian connectivity within Lakeside and to neighboring communities, and may include projects to extend the current proposed Blacktail Road trail to Blacktail Ski Resort where it would connect with the current non-CTEP funded Foy's-to-Blacktail trail.

Minimizing Overall Project Cost

Flathead County may choose to minimize overall project costs by using a combination of available resources to perform certain 'up-front' pro-bono work related to such items as vegetation removal, clearing/grubbing, and fencing re-locations. Aside from work potentially performed by County departments, potential sources for such non-technical preparatory work may include Flathead Valley Community College training programs, supervised labor under the Justice Court Community Services program, and volunteer labor from landowners such as YWAM and the Apostolic Lutheran Church to effect vegetation clearing and fence re-locations as needed upon their properties where they would dedicate public easements for the trail.

In the event a commitment for performing pro-bono work has been satisfactorily established and the work would not conflict or interfere with the selected contractor's construction schedule, the bid documents prepared by the consultant should omit such work from the engineer's estimated costs schedule and the work should not be bid for or itemized in the construction contract.

Highway 93/Blacktail Road/Stoner Loop Intersection

The photo below shows the 3-way intersection which sometimes experiences congestion and represents the area of highest traffic along the proposed route. Occurring within Segment 1, as described above, the trail would include a crossing somewhere at this intersection in order to connect to the downtown area. It is anticipated the crossing would generally occur as depicted in the photo below, unless design engineering indicates a better location.



Trail Route Selection Process

Selection of the specific trail route was made by the Lakeside Trails Committee, which formed by the Lakeside Community Council in their August 31, 2010 monthly meeting. The Committee began meeting in September 2010 with all meetings advertised and open to the public.

Committee members:

- drove, walked and photographed various options for the trail
- noted terrain challenges, especially those making ADA compliance difficult or too costly
- met with several key organizations and business property owners
- met with Flathead County Planning staff
- met with Flathead County Roads Department and Montana Department of Transportation
- gathered preliminary cost estimates
- identified property owners and potential easement issues
- documented utilities or barriers or other physical challenges, and
- conducted a series of meetings/workshops (open to the public) to discuss various options and make the trail route selection.

Trail Routes Not Selected

In the process of this evaluation and selection, the committee considered various alternative routes. The chart below describes those options and why they have been dropped from consideration:

Blacktail Rd to Grayling to either Adams St or Bierney Creek Rd	<ul style="list-style-type: none"> • Terrain (slope); does not meet ADA requirements • Does not mitigate safety hazards on Blacktail Rd. between YWAM and Stoner Loop • Potential easement issues
Back (north) side of YWAM to Spurwing to Stoner Creek Rd	<ul style="list-style-type: none"> • Terrain (slope); does not meet ADA requirements • Does not mitigate safety hazards on Blacktail Rd. between YWAM and Stoner Loop • Potential easement issues
Back (north side of YWAM to Spurwing & Troutbeck Rise and on to either Adams or Bierney Creek.	<ul style="list-style-type: none"> • Terrain (slope); does not meet ADA requirements • Does not mitigate safety hazards on Blacktail Rd. between YWAM and Stoner Loop • Potential easement issues
Cut through Ben Williams Park	<ul style="list-style-type: none"> • Safety (no lights after dark) • Potential dissatisfaction of property owners on Ben Williams Lane • Excludes access by residents in Tamarack Woods
Some of the south side of Blacktail Rd.	<ul style="list-style-type: none"> • Lots of driveways to cross (Tamarack Woods Phase 1) • Many more 'obstacles' (fences, etc.) in front of Tamarack Woods subdivision • less sun = more snow & ice in winter
Some of the north side of Blacktail Rd. (about 0.2 mi)	<ul style="list-style-type: none"> • Blacktail Rd. seems to be skewed way to the north in the right of way, leaving no room for a trail on the north side, while leaving significant room on the south side of the road. An engineering survey is needed to determine the exact location within the right of way • A few property owners on the north side of Blacktail Rd. have expressed concern regarding the position of the road and the impact a trail might have on their property. Several parcels have structures close to road. The committee believes there is insufficient right of way on the north side along some parts of Blacktail Rd. • NOTE, however, that until an engineering survey of Blacktail Road is completed during the design phase, the exact areas with enough county right of way cannot be determined.

Some of the east side of Blacktail Rd.	<ul style="list-style-type: none"> Placing a pedestrian crossing on the east side of Blacktail Rd. at Hwy may be hazardous due to the high traffic coming from 3 different directions at the same time.
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QUESTION 8: Right of Way Requirements

EASEMENTS

- It appears the project will require public easements to be obtained from various properties along several segments of the route.
- Precise locations for easements required for the project will be determined by the selected design consultant after the engineering survey along the route is completed.
- The engineering survey may identify that additional easements are needed.
- All easements necessary to be obtained will be pursued as donations without compensation and easement acquisition will comply with applicable CTEP program requirements.
- In the event owners are not willing to dedicate easements, alternative solutions such as change of project scope and/or route alignment may be considered.
- The Lakeside Trails Committee has initiated dialogue with property owners regarding the proposed trail and potential need for easements, and several owners have indicated their support for the project and interest in dedicating easements as donations without compensation (Letters of Interest attached).

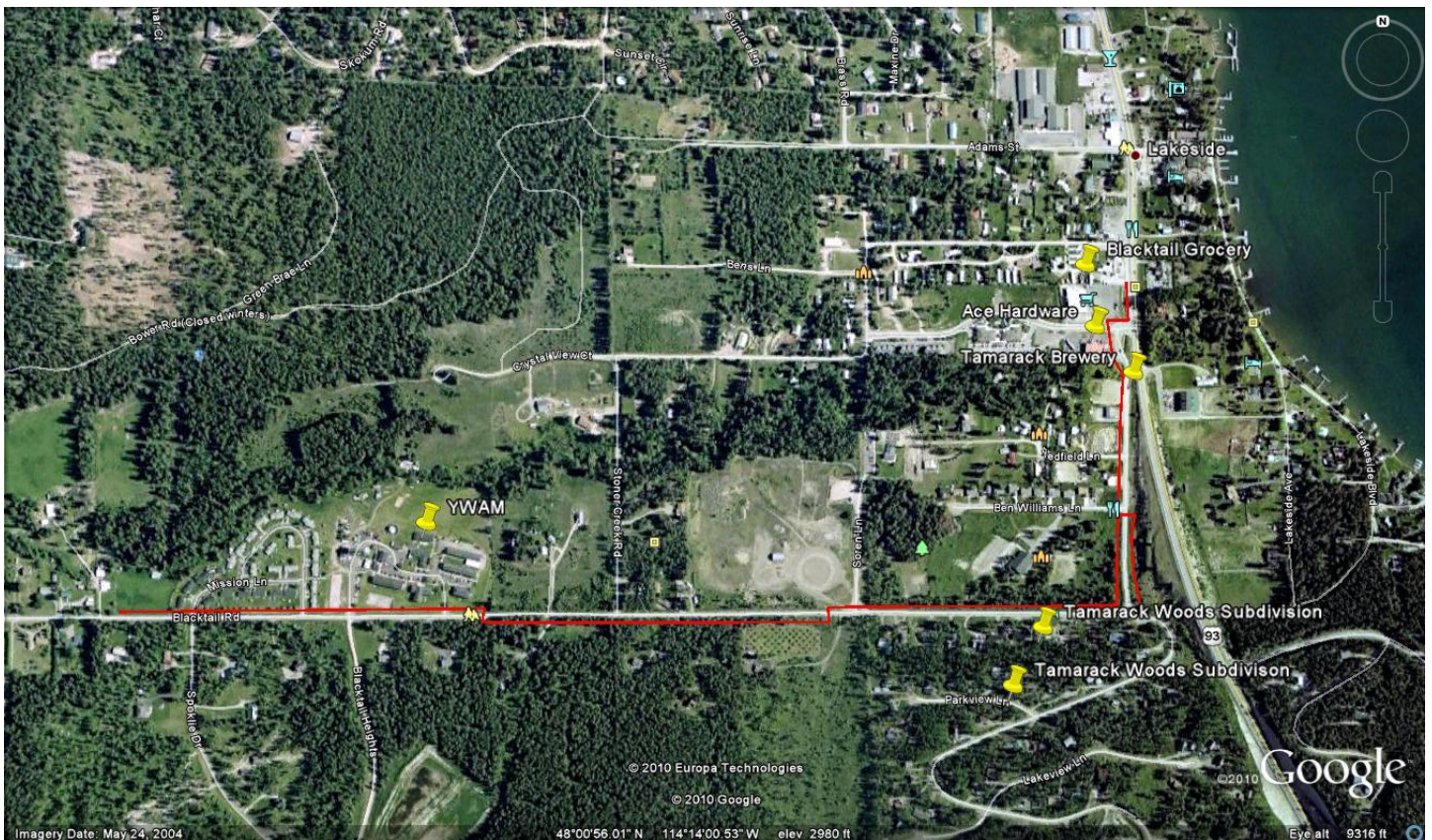
Potential easement needs are listed below:

Owner/Tract ID	Purpose for Easement
2620X18-XXX-1QA 2620X18-XXX-1PA 2620X18-XXX-1IC Montana Department of Transportation	<ul style="list-style-type: none"> For use of right of way along the west side of Highway 93 from Homestead Restaurant to Blacktail Road and also on the west side of Highway 93 from Ben Williams Road to Tamarack Woods Drive. Also, potential for trail along the south side of their property (gravel & dump) on Blacktail Road, depending on road location within the county right of way for Blacktail Road. Bretta Duncan participated with committee members in a walk along segments 1 and 2 of the trail route and had favorable comments for the trail.
2620X18-VLS-1A Northern Lights Development No 1 LLC	<ul style="list-style-type: none"> For the trail along the south side of Stoner Loop Rd and to connect to existing sidewalks on their property. Initial conversations with this property owner indicate their support. A signed Letter of Intent to grant easement has been obtained.
2620X18-SVX-2 Ace Hardware (Sliter)	<ul style="list-style-type: none"> For trail along eastern boundary of the property, depending on road location within existing right of way. Path would cross parking lot entrance and generally be located between the parking lot and Blacktail Road (could present a drainage challenge). Apparently the owner suspects the current road alignment of Blacktail Road may be encroaching on his property, this will be clarified with the engineering survey. While initial conversations with this property owner indicate support for the project, no Letter of Intent regarding granting of an easement has been obtained.
2620X18-XXX-ISJA Williams Family Trust	<ul style="list-style-type: none"> For trail crossing the driveway along eastern boundary of the property. A signed Letter of Intent to grant easement has not been obtained.

Owner/Tract ID	Purpose for Easement
2620X18-XXX-1SAA 2620X18-XXX-1SD 2620X18-XXX-1SEA Macnco Lmtd Partnership Tamarack Brewery	<ul style="list-style-type: none"> • For trail and connection to existing sidewalks along eastern boundary of the property, depending on road location within existing right of way. • Area currently used for Brewery parking space. • A signed Letter of Intent to grant easement has been obtained.
2620X18-XXX-1SGA Redfield Lane LLC	<ul style="list-style-type: none"> • For trail along eastern boundary of the property, depending on road location within existing right of way. • A signed Letter of Intent to grant easement has been obtained.
2620X18-XXX-1SC Kevin and Sally Severe	<ul style="list-style-type: none"> • For trail along eastern boundary of the property, depending on road location within existing right of way. • A signed Letter of Intent to grant easement has been obtained.
2620X18-XXX-1SB 2620X18-XXX-1TB Century Link	<ul style="list-style-type: none"> • For trail along eastern boundary of the property, depending on road location within existing right of way. • A signed Letter of Intent to grant easement has been obtained.
2620X18-BKE-1A Shannon Stewart	<ul style="list-style-type: none"> • For trail along eastern boundary of the property, depending on road location within existing right of way. • A signed Letter of Intent to grant easement has not been obtained.
2620X18-XXX-1T Apolstolic Lutheran Church	<ul style="list-style-type: none"> • For trail along eastern and southern boundaries of the property, depending on road location within existing right of way. • Initial conversations with this property owner indicate their support. • A signed letter of intent to grant easement has been obtained.
2621X13-XXX-1BDB 2621X13-XXX-1BD 2621X13-XXX-1BBA-200 2621X13-XXX-1BBA 2621X13-XXX-1BBA-500 2621X13-XXX-1BC Youth With A Mission (YWAM)	<ul style="list-style-type: none"> • For trail along southern boundaries of the properties, depending on road location within existing right of way. • Initial conversations with this property owner indicate their support. • A signed letter of intent to grant easement has been obtained.

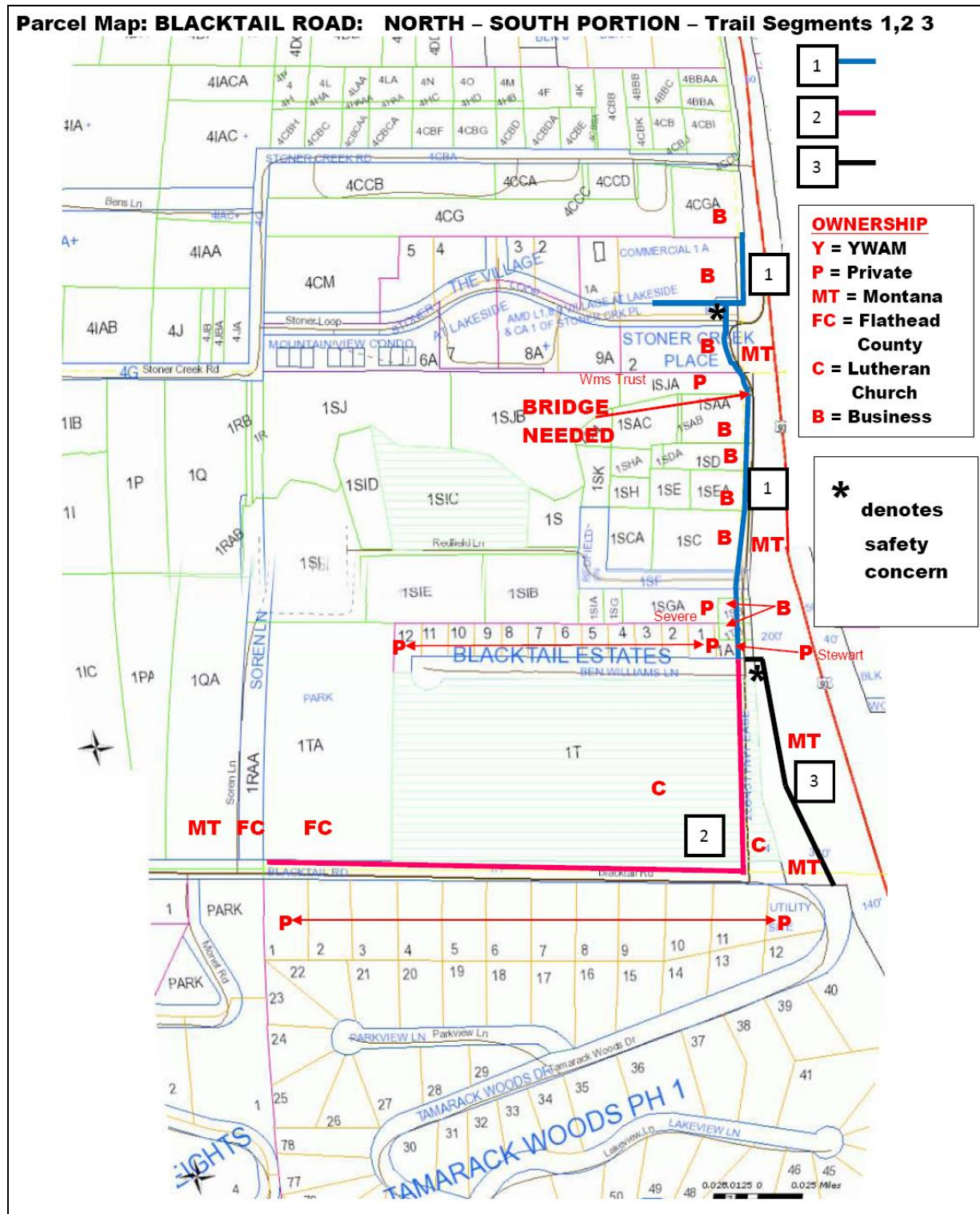
12. Project Location Map

The original desired path preferred by the Lakeside Trails Committee was for a continuous route on the north side of Blacktail Road; however, the road seems to be located along the north half of the right of way leaving marginal available space to accommodate the trail. Several parcels have structures built close to the road and a few property owners on the north side of Blacktail Road have expressed concern regarding the position of the road and the impact a trail might have on their property. Therefore, the proposed trail crosses to the south side of Blacktail Road in the vicinity of Soren Lane. The trail then continues westward until it re-crosses Blacktail Road at the eastern edge of the YWAM facility property. From that point the trail continues westward to the end of the project just beyond Mission Lane.



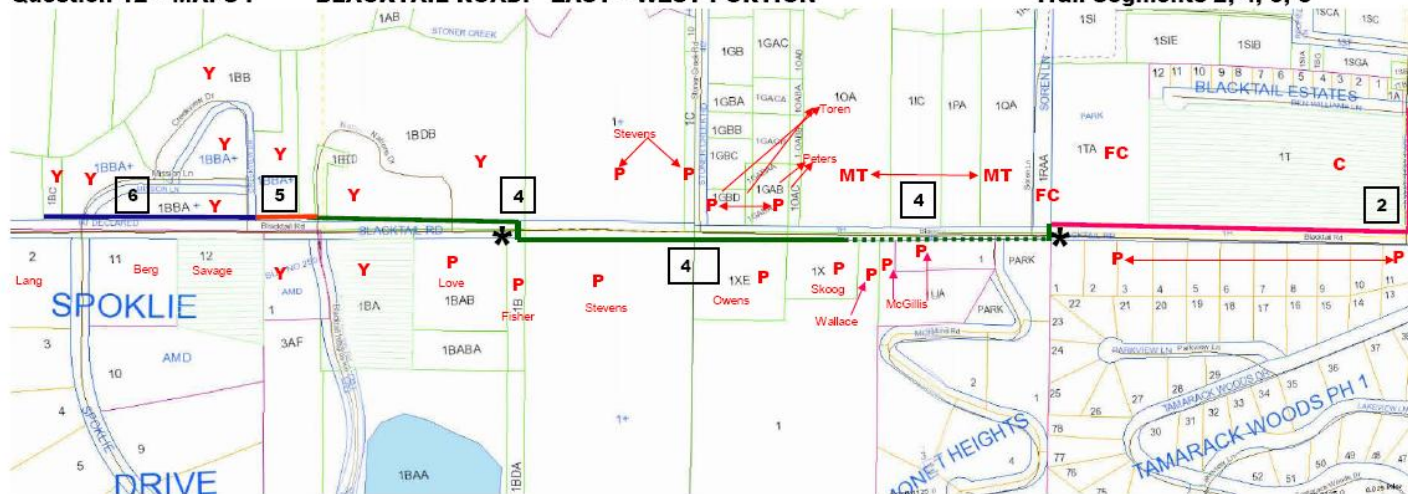
The proposed trail is approximately 1.3 miles in length, including a spur to Tamarack Woods Subdivision and a spur connecting Village Commons & the condominiums on Stoner Loop. The trail is divided into six Trail Segments for purposes of constructing the trail in priority sequence and to maintain project cost within the approved budget (\$300,000 = 86.58% project cost).

Prepared by the Lakeside Trails Committee, the maps below indicate ownership characteristics along the six segments of the route and are intended to be cross-referenced with the detailed route descriptions outlined above under Question 6.

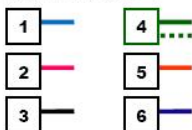


Question 12 – MAPS : BLACKTAIL ROAD: EAST – WEST PORTION

Trail Segments 2, 4, 5, 6



TRAIL ROUTE



Dashed line indicates the crossing of Blacktail Rd. can occur anywhere along MT owned land (to parcels 10A, 1C, 1PA, or 1QA) or at the east side of Soren Lane (preferred).

OWNERSHIP
Y = YWAM
P = Private
MT = Montana
FC = Flathead County
C = Lutheran Church
B = Business

***** denotes safety concern

16: PROJECT COST ESTIMATE

It is not anticipated that CTEP funds will be used to purchase easements. The acceptance of prioritizing this project by the Flathead County Board of Commissioners was based on an understanding that adequate easement/right-of-way was generally available to accommodate the trail along Blacktail Road, and that individual property owners along the route, and the community as a whole, were supportive of the project and committed to contributing and dedicating necessary resources in order to establish the pedestrian/bicycle path in their community.

Construction of the full six segments of the project is estimated to cost approximately \$357,000.00. The cost would be met with a combination of CTEP and 'other' funds. CTEP allocation and matching funds would account for approximately \$346,500.00 (\$300,000.00 CTEP + \$46,500.00 matching) and 'other' would be approximately \$10,000.00. Should actual costs exceed the amount of CTEP allocation approved for the project or if the 'other' funds cannot be adequately provided within the timeframe of the project, the physical scope of the project could be reduced by not constructing lower priority trail segments 5 and 6.

Local match is anticipated to be achieved by individual donations, public and private contributions, and fund-raising events. YWAM and others have indicated their support in hosting events for fund raising. Local match cash donations will be held by the Lakeside Community Development Foundation at Flathead Bank. A donation of \$600 has already been received and deposited in the Foundation's account.

Cost estimates have been developed pro-bono by APEC Engineering and the Lakeside Trail Committee is thankful for APEC's assistance.

Preliminary Cost Estimates:

TRAIL SEGMENT 1	\$87,526.19
TRAIL SEGMENT 2	\$74,507.16
TRAIL SEGMENT 3	\$17,237.60
TRAIL SEGMENT 4	\$93,490.16
TRAIL SEGMENT 5	\$26,974.65
TRAIL SEGMENT 6	\$26,851.52
PROFESSIONAL SVCS	\$30,000.00
TOTAL	\$356,587.28

Preliminary Engineering	\$12,000
Utility Relocation	\$3,500
Easements / rights of way, survey, legal document preparation	\$3,500 <ul style="list-style-type: none">• Estimated administrative costs only.• Easements anticipated to be 'donated', not purchased.
Construction	\$326,587.28
Construction Engineering	\$11,000
Other	\$0
TOTAL	\$356,587.28

Cost Estimate from APEC

Project: Lakeside CTEP
 Plan Detail:
 Date: 12/9/10

Item	Description	Quantity	Unit	Unit cost	Est. cost
Seg 1 Paths (intersection Ben Williams Ln. and Blacktail Rd to Stoner Loop 975 ft)					
1	Site Grubbing/ Utility Relocates	13,500	sq. ft.	\$0.70	\$9,450.00
2	Sub Grade Prep (6" Exc. Fill as Required)	715	cy	\$15.00	\$10,725.00
3	1 1/2" Minus PRC Base Course (6")	215	cy	\$32.00	\$6,880.00
4	Asphalt Surface Course (2")	120	tons	\$82.54	\$9,904.80
5	Bridge with Concrete Abutments(40 Ft Bridge)	1	each	\$35,000.00	\$40,000.00
6	Bollard	6	each	\$500.00	\$1,800.00
7	Signs	5	each	\$300.00	\$1,500.00
8	Site Reseeding/Clean Up	5,200	sq. ft.	\$0.75	\$3,900.00
9	Mobilization and Bonding (4%)	1	ls	\$3,366.39	\$3,366.39
	Sub Totals Road System			Segment 1	\$87,526.19
Seg 2 Paths (West Ben Williams Ln to Tamarack Woods Drive 480 ft)					
1	Site Grubbing/ Utility Relocates	23,060	sq. ft.	\$0.75	\$17,295.00
2	Sub Grade Prep (6" Exc.)	1040	cy	\$17.50	\$18,200.00
3	1 1/2" Minus PRC Base Course (6")	350	cy	\$32.00	\$11,200.00
4	Asphalt Surface Course (2")	225	tons	\$82.54	\$18,571.50
5	Bollard	1	each	\$500.00	\$300.00
6	Signs	1	each	\$300.00	\$300.00
7	Site Reseeding/Clean Up	7,700	sq. ft.	\$0.75	\$5,775.00
8	Mobilization and Bonding (4%)	1	ls	\$2,865.66	\$2,865.66
	Sub Totals Road System			Segment 2	\$74,507.16

Seg 3 Paths (East Ben Williams Ln to Tamarack Woods Drive, 525 ft)					
1	Site Grubbing/ Utility Relocates	6,300	sq. ft.	\$0.75	\$4,725.00
2	Sub Grade Prep (6" Exc.)	100	cy	\$15.00	\$1,500.00
3	1 1/2" Minus PRC Base Course (6")	100	cy	\$32.00	\$3,200.00
4	Asphalt Surface Course (2")	53	tons	\$82.54	\$4,374.62
5	Bollard	2	each	\$500.00	\$600.00
6	Signs	2	each	\$300.00	\$600.00
7	Site Reseeding/Clean Up	2,100	sq. ft.	\$0.75	\$1,575.00
8	Mobilization and Bonding (4%)	1	ls	\$662.98	\$662.98
	Sub Totals Road System			Segment 3	\$17,237.60

Seg 4 Paths (North Side of Blacktail Road, Blacktail Heights to Soren Ln., 2588 Ft)					
1	Site Grubbing	31,056	sq. ft.	\$0.40	\$12,422.40
2	Sub Grade Prep (6" Exc. Fill as Required)	1300	cy	\$17.50	\$22,750.00
3	Retaining Wall	70	SY	\$83.91	\$5,873.70
3	1 1/2" Minus PRC Base Course (6")	480	cy	\$32.00	\$15,360.00
4	Asphalt Surface Course (2")	260	tons	\$82.54	\$21,460.40
5	Bollard	2	each	\$500.00	\$600.00
6	Signs	1	each	\$300.00	\$300.00
7	Site Reseeding/Clean Up	10,350	sq. ft.	\$0.75	\$7,762.50
8	Utility Relocates or Easements	1	ls	\$3,500.00	\$3,500.00
9	Mobilization and Bonding (4%)	1	ls	\$3,461.16	\$3,461.16
	Sub Totals Road System			Segment 4	\$93,490.16

Seg 5 Paths (North Side of Blacktail Rd, Creekview Dr to Blacktail Hieghts, 225 Ft)					
1	Site Grubbing	3,150	sq. ft.	\$0.40	\$1,260.00
2	Sub Grade Prep (6" Exc. Fill as Required)	113	cy	\$17.50	\$1,977.50

3	Retaining Wall	0	SY	\$83.91	\$0.00
3	1 1/2" Minus PRC Base Course (6")	42	cy	\$32.00	\$1,344.00
4	Asphalt Surface Course (2")	228	tons	\$82.54	\$18,819.12
5	Bollard	2	each	\$500.00	\$600.00
6	Signs	1	each	\$300.00	\$300.00
7	Site Reseeding/Clean Up	900	sq. ft.	\$0.75	\$675.00
8	Utility Relocates or Easements	1	ls	\$1,000.00	\$1,000.00
9	Mobilization and Bonding (4%)	1	ls	\$999.02	\$999.02
	Sub Totals Road System			Segment 5	\$26,974.64

Seg 6 Paths (North Side of Blacktail Road, Spoklie Ln. to Creekview Dr., 720 Ft)					
1	Site Grubbing	8,640	sq. ft.	\$0.40	\$3,456.00
2	Sub Grade Prep (6" Exc. Fill as Required)	361	cy	\$17.50	\$6,317.50
3	Retaining Wall	0	SY	\$83.91	\$0.00
3	1 1/2" Minus PRC Base Course (6")	133	cy	\$32.00	\$4,256.00
4	Asphalt Surface Course (2")	73	tons	\$82.54	\$6,025.42
5	Bollard	2	each	\$500.00	\$600.00
6	Signs	2	each	\$300.00	\$600.00
7	Site Reseeding/Clean Up	2,880	sq. ft.	\$0.75	\$2,160.00
8	Utility Relocates or Easements	1	ls	\$2,500.00	\$2,500.00
9	Mobilization and Bonding (4%)	1	ls	\$936.60	\$936.60
	Sub Totals Road System			Segment 6	\$26,851.52

Professional Services					
1	Professional Services	1	ls	\$30,000.00	\$30,000.00
	Sub Totals Professional Service				\$30,000.00

**ESTIMATED TOTAL
PROJECT COST \$356,587.28**

Question 18: Maintenance

- A. Flathead County is accountable and responsible for long-term maintenance of the trail facility. It is anticipated the County will coordinate with local groups to develop a plan for implementing seasonal routine maintenance.
- B. A local business (Tamarack Brewing Company), has volunteered to be responsible for snow removal for the entire route of the trail. Should future circumstances occur where this business can no longer provide snow removal, another sponsor will be sought or the trail could be used for cross country ski or snowshoe recreational activities in winter.
- C. The Youth With A Mission (YWAM) organization has volunteered its staff and students for seasonal sweeping and weeding. Should future circumstances occur where YWAM can no longer meet this commitment, in whole or in part, other volunteers from the community will be sought. With Lakeside's solid reputation for volunteerism, this should not be a problem.